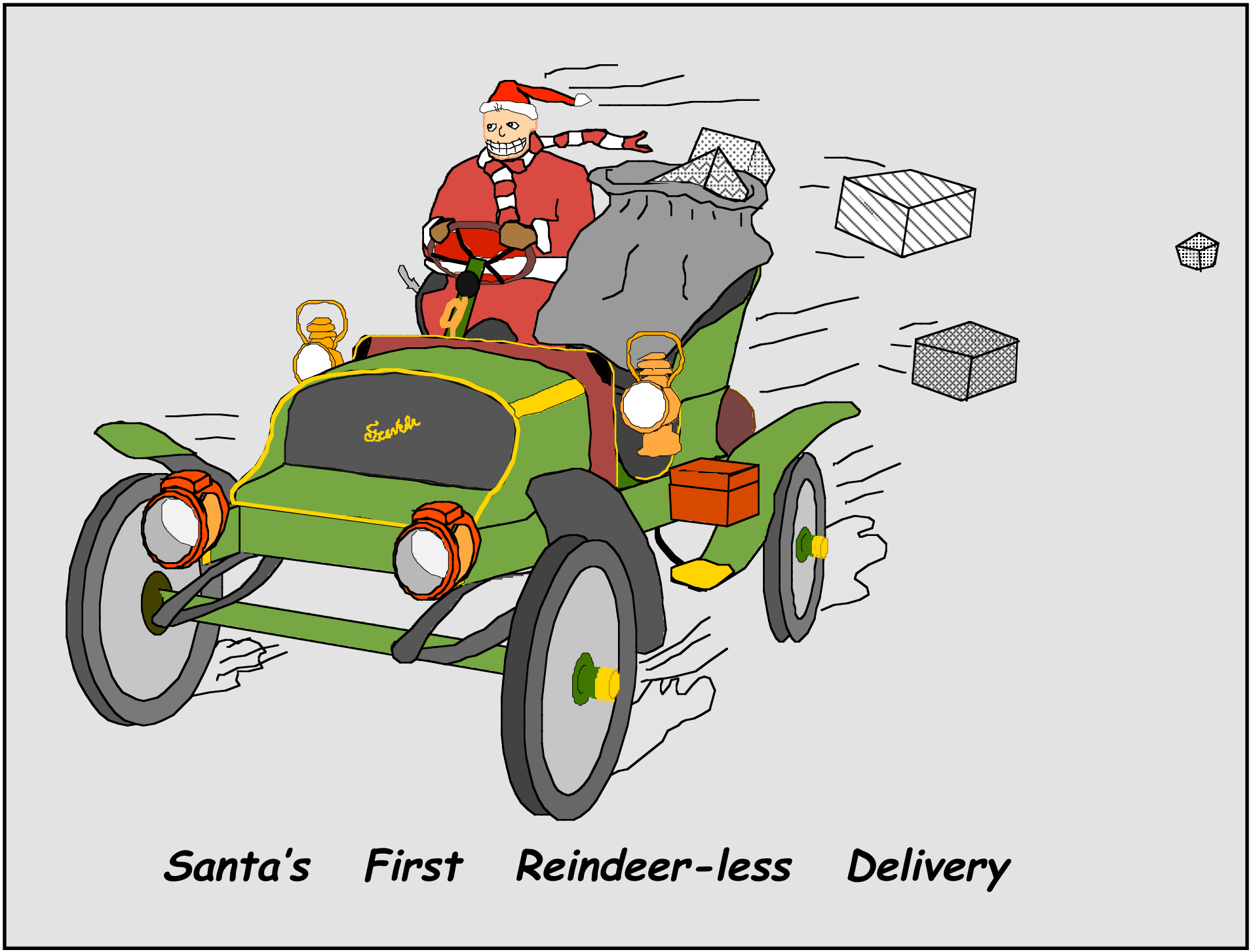
Santa's First Reindeer-less Delivery

Franklin Service Station

December 2009 Newsletter of the H. H. Franklin Club **Number 126**
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Cazenovia College, Cazenovia, New York, U. S. A. 13035-7903

The H. H. Franklin Club publishes Franklin Service Station solely as a convenience to its Members. No endorsement is made by the Club or the editor, of anything advertised in FSS. No claim or warranty is made as to the accuracy of an advertisement; no responsibility is assumed for any transactions resulting from the ads.

ADVERTISEMENTS: Please state full car and engine serial numbers (all characters) when selling cars, engines, or crankcases. Type or print your ad clearly, be brief and precise, and specify the classification: VEHICLES, ENGINES, REPRODUCTION PARTS, PARTS, SERVICES, or MISCELLANEOUS—FOR SALE (with prices) or WANTED. **Ads run once per request/donation**. **A DONATION is requested**, although members' ads can be free, and suitable nonmembers' ads may be accepted. Selected company ads (member and nonmember) are $3 per line. One line contains 50 characters/spaces. Make payment to the H. H. Franklin Club, Inc. Misrepresentation in advertisements may result in a member being dropped from the Club rolls. The publication of your ad entails an obligation to answer all inquiries. The acceptance of advertisements is at the Editor's discretion. NO PHONE AD ORDERS but Editor will answer questions 610/573-8013.

MAIL YOUR AD TO: **Tim Miller, FSS Editor, 3438 Oakhill Road, Emmaus PA 18049-4421 USA**

DEADLINES: (for issues dated): MAR 7 (for March); JUN 7 (June); SEP 1 (September—Hershey); NOV 30 (December—Christmas)

Membership in the H. H. Franklin Club is open to anyone interested in air cooled cars & trucks through 1942. Ownership is not required. Dues are $35 per calendar year ($40US for foreign). Yearly publications include three magazines (Air Cooled News), four newsletters (FSS), annual Trek notice, renewal notice, and when published, a Roster of members, Register of Franklins, and Technical Index. Please send address changes to Membership Services, 80 Luke Avenue, Bergenfield NJ 07621-3406.

EDITORIAL POLICY: To publish information that will enable you to make your ***Franklin*** run *well* and *safely*.

CLUB LIBRARY & PUBLICATIONS

Reprints—INSTRUCTION BOOKS: S10, $26; S11, $28.50; S12, $24; S130, $7.50; S14, $22.50; S15,, $18; S16/19, $7..50; S17, $9; S18, $7.50. **PARTS CAT**: S11, $48; S12, $43.50; S13, $34.50; S14, $40. **ACN 11—20**: $67.50. Instruction book, S135-137, $24; & $2 postage. Checks to: The H.H.F.C Library, Lloyd Davis, RFD#1 Box 3899, Rutland VT 05701-9217.

CAR BLUEPRINTS: Order by **drawing number** from **Parts Catalog**, call for others. $5 each for first 3, then $3 ea.; you'll be billed. Jeff Hasslen, 13311 95th St. NE, Elk River, MN 55330. Tel.: 763/441-7815

VEHICLES FOR SALE

(None submitted this issue)

The following are listed in the www.franklincar.org website **as of November 30, '09**:

- 1926 S11A 4 Dr Sdn., Mary Voitrano 414/581-5156 WI
- 1926 S11A Sport Touring John MacKiernan 508/746-1988 MA
- 1927 S11B 4D Sdn Dale Sanderson 608/289-5701 Cell
- 1929 S135 4drSdn 816/616-7993 marksue3405@yahoo.com MO
- 1931 S151 Transcont Sdn 818/207-2100 brian@brianbord.com
- 1930 S145 4dr 208/756-3629 iamadamelover@yahoo.com AL
- 1928 S12A 4dr Paul/Judy 845/628-0799 pj111575@aol.com NY

The ads in the website have detailed descriptions and photos and asking prices. Also, included are Parts Wanted, Franklin Parts, Repro Parts and Accessories, Literature and Services. Get on a computer or to a library and have a look !

Franklins for sale in Dec. HMN: 1929 S135 4 Door in OR, **Nov/Dec Horseless Carriage Gazette**: 1916 S-9 Roadster, Tom Lieb SC 310/489-8047 or tlieb@scatenterprises.com

MISCELLANEOUS

ORIGINAL FRANKLIN LITERATURE: Sales brochures and manuals for most models. SASE for free list. Please specify Franklin as I have lists for all cars/trucks/motorcycles, U.S. & foreign. Walter Miller, 6710 Brooklawn Pkwy, Syracuse NY 13211 Tel: 315/432-8282 Fax: 315/432-8256 www.autolit.com

PARTS WANTED

Wanted: Series 10 parts car or major parts—mainly from cowl forward. Want to construct a chassis or speedster/race car. Jim Stevenson in Nova Scotia Canada. 902-835-2660 nandjstevenson@eastlink.ca (126)

REGIONS & LOCAL GROUPS

Lehigh Valley Franklinites (PA) meet on 3rd Tuesday of each month near Allentown PA for dinner & drinks. Usually attracts 10-15 people. Call Tim Miller at 610/573-8013, anytime. Can leave a message or: (marmoset@fast.net)

Midwest Region: The Midwest Region covers the states of IL, IN, MI, OH, WI, MN, KY MO, and IA. Many faithful members from NY, NJ, TX, AZ, PA, NC and KS meet with us. You too are invited to join us at our planned 2009 meets. With or without a Franklin, consider joining us.

To host a meet or require information please call Ralph Gack, President, 13900 Ridgewood Drive, Plymouth, MI 48170-2431, email: krgack@sbcglobal.net.

Bakersfield CA Mini-Meet, Friday, April 16, 2010 3 - 11 pm, during the HCCA Bakersfield Swap Meet (April 16-18). Any Franklin folks interested in Franklins are invited. Bring a friend. Last year we had over 100 people. There will be a visit to our storage location around 5pm-5:30, which houses lots of parts and about 15-20 Franklins, from fully restored Franklins to parts cars. Also, we will visit a nearby neighbor, where they have a number of Marmons, Pierce Arrrows, Model A's, and more.

Rather than have individuals bring food, we are asking for a $6 donation at the door to cover the cost of a catered Mexican buffet dinner. BYOB. You can bring a chip or dip as well, but we will need everyone to contribute for the dinner. RSVP at 661-833-1440 or at:

leland.webb@gmail.com or see Lee Webb or Marlene Zimmerman at the meet. However, to get rough numbers for the buffet dinner, please call Lee and leave a message or email him if at all possible. Visit www.hcca.org/events for information on the HCCA meet.

Hey HHFC Club Members ! You can now pay your H H Franklin Club, Inc. dues on-line using a credit card. First if you check the page marked "Join the Franklin Club" you will find you can now use PayPal or your credit card. Check it out on the Web Page. WebMaster, Frank Hantak, 37770 So. Silverwood Dr., Tucson AZ 85739-2015 fbhantak@franklincar.org

WEB PAGE: http://www.franklincar.org **for news, more classifieds,** events **& tech talk. Have a Franklin event planned H. H. Franklin Foundation Franklin Museum**

THE FRANKLIN STORE/CLUB PROJECTS

These items are in stock now, for sale by the club:

Item# Item: Price:

FCP-1 1930 Ser. 145 outer Tail Light Lens, clear glass.
Special sale price: **$5.00ea**.

FCP-2 Red plastic inner lens for use with FCP1 **$5.00ea.**

FCP-3 1928 on Swingout W.shield Weather Seal **$25ea.**

FCP-3.2 Series 17 Windshield Weather Seal **$40ea.**

FCP-4 1928 to series 151 W.shield Hinge Cover-52" **$2.00ea.**

FCP-5 S10 to 130 Sp.Plug rubber Escutcheons(set of 6) **$45/set**.

FCP-6 1930-on Side draft motor. Pushrod Set of 12 **$150/12**
These are direct replacement hollow push rods with hardened solid ends.

FCP-7 12" Twilite Head Light Lens **(out of stock)**

FCP-8 Cowl vent seal (cut to your length) **$0.25/in**

FCP-9 Hood Door Pulls for Side draft hoods 1931-1934
Bronze castings that require Chrome Plating. **$10ea**.

FCP-10 1929-1932 Brake Drums for cars with wire wheels or de-mountable wood wheel. Will require riveting to your hubs and turned to finish size. Include rivets and detailed instructions. Note**:** For safety reasons, to be sold only in sets of 2. **(out of stock)**

FCP-11 Series 11 "STOP" ruby tail light lens
Made of Acrylic Urethane **$35 ea.**

FCP-12 Series 11 "Beehive" ruby tail light lens **$35 ea.**
Made of Acrylic Urethane

FCP -13 Head Light Bracket to Sill cap screw **$4.00 ea.**
3/8"-16 X 3 ¾" long slotted oval head

FCP-14 Head Light Bracket to Sill Cap Screw **$4.00 ea.**
3/8"-16 X 4 ¼" long slotted oval head

FCP-15 Spring Pivot Bolt Washer **$2.50 ea**
Series 9 to Series 147 cars

Contact for information or to order:
Bob Harrison, 59 Reuben Brown Lane, Exeter RI 02822
Tel.: 401/667-0214 hm, 401/269-9122 cell
hfranklin32@verizon.net

Prices listed DO NOT include shipping.

AIRCOOLED EVENTS

Bakersfield Ca Mini-Meet, (Party at Webb's House) Friday, April 16, 2010 3pm - 11 pm, during the HCCA Bakersfield Swap Meet (April 16-18).

Spring Meet - Kalamazoo, Michigan May 12 to 15, 2010. Host: Ralph Gack (see mail & email addresses above) - **Grand Opening of the "Franklin Collection at Hickory Corners**

WesTrek '10: Rancho Cordova CA near Sacramento, June 13-18, 2010 The Mailing was sent out in early November. Any questions or info, contact Bill or Jan Charpier **910/987-5845**

57th Franklin Trek, 2010: July 31—August 7, 2010

Hershey 2010: October 5,6,7,8 & 9 — HHFC spaces RNE 8-12. (Red North Field) Stop & say hello to friends on "Franklin row" in the upper North Red Field.

Better Ignition by DELCO-REMY

(Editor's Note*: This is the second of 3 or 4 parts from a Delco-Remy Instruction Booklet, dated 1950, and suggested by Neal Kissel. The "Kettering" ignition type system has been used on Franklins since the Series 9. From S13 on, Franklin used Delco Remy ignition similar to the 1950 systems discussed in the booklet. This installment discusses requirements and reserve issues—mainly voltage; and component construction and mechanisms that control timing—centrifugal and vacuum.)*

Ignition Requirements and Reserve

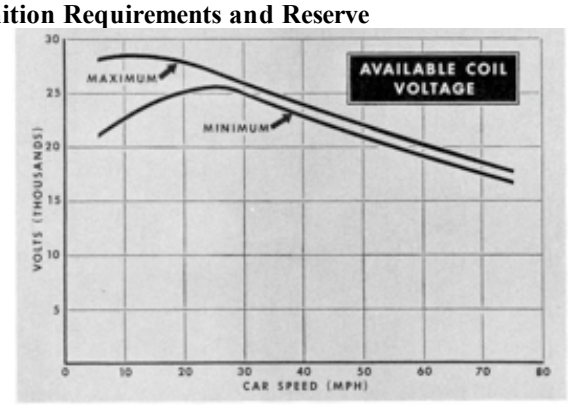

Figure 1

Variations in the voltage required to fire a spark plug are due to engine compression, engine speed, mixture ratios, spark plug temperatures, width and shape of spark gap and many other factors. The voltage available from an ignition coil varies with speed but a wide range between maximum and minimum voltage

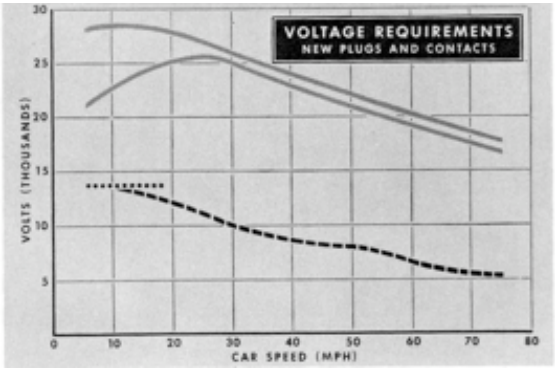

Figure 2

(Fig.1) is noticed at lower speeds. Whenever an arc occurs at the contact points, a lower secondary voltage is the result. It is necessary that the voltage requirements to fire the plugs never

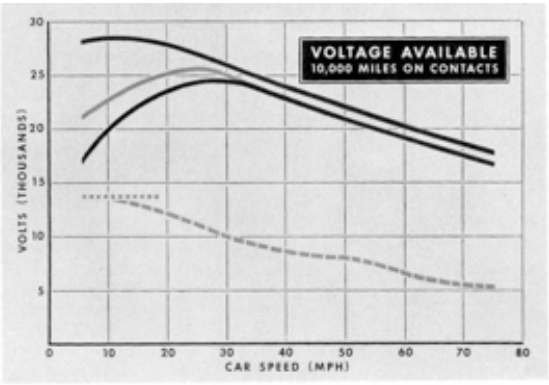

Figure 3

exceed the minimum voltage available, otherwise missing will take place. New points (Fig.2) give the highest available voltage and new plugs have the lowest requirements. After approximately 10,000 miles of service (Fig. 3) , the presence of some oxide on the contact points will lower the minimum voltage available at low speeds.

During the same period, the spark plug gaps may increase as much as 0.015" and the electrode usually becomes rounded instead of having sharp corners. These conditions increase voltage requirements and cut down on the amount of available reserve (Fig. 4). Cleaning and adjusting contacts, filing of the rounded end of the spark plug electrode and readjusting the gap will again lower the requirement.

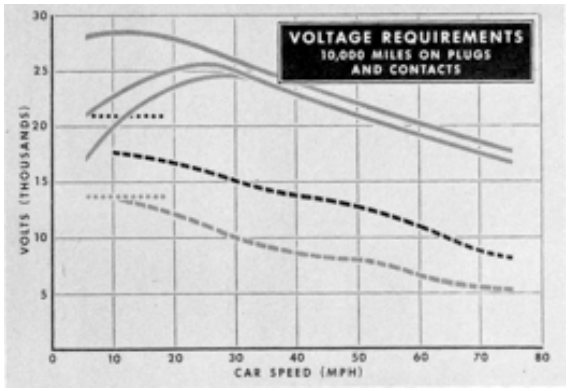

Figure 4

The voltage which can be obtained, beyond what actually is required to fire the plugs, represents the electrical reserve built into the ignition system. Installation of coils close to the distributor, keeping spark plug leads as short as possible and connection of coil terminals properly to assure negative high tension are other means of conserving electrical reserve.

Coil Issues

In addition to electrical performance requirements, the ignition coil must be built to withstand moisture, the heat developed in the windings, and also the corona effects and stresses resulting from the high induced voltages. (Fig. 5)

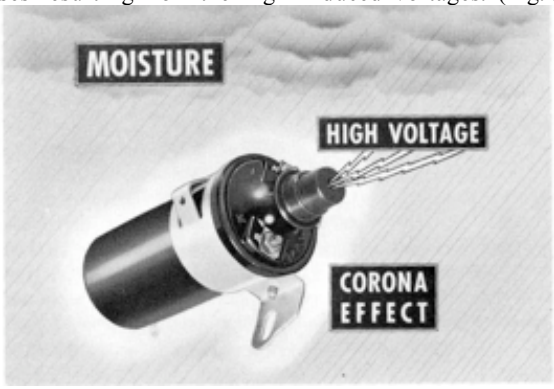

Figure 5

(Ed. Note: **Corona effect** occurs when electricity is discharged into the surrounding atmosphere from a high voltage source. It appears as an electrical glow in high voltage areas. You can often see it on a damp night around sparks jumping from old high voltage spark plug. It is caused by poor insulation design, both geometry and insulating material. It will cause further deterioration of the insulation in the region it occurs.) Consequently, late Delco-Remy ignition coils are oil-

Figure 6

filled. The oil permits more rapid heat dissipation (better than air), **provides greater insulation strength and reduces the possibility of insulation failures.** The coil is hermetically sealed against the entrance of moisture, by the use of special sealing gaskets and other sealing materials. This prevents the coil from "breathing" (drawing in moisture during the cooling off period) which might ultimately cause the coil to fail.

Oil filling and hermetically sealing of ignition coils have removed the greatest single cause of coil failures—moisture. (Fig. 7) At first, heavy-duty coils were made in this way only for truck, motor coach and marine applications where long and trouble-free service is so important. Today, these same features are available in all Delco-Remy ignition coils.

Figure 7

The Role of the Condenser

No ignition system would function without a condenser. It reduces the arc at the contacts, as the points first separate, by providing a place where current can be restored until the points are completely separated. Condenser action requires a high-quality insulation between the two foil sheets. The difference in voltage on the two sides of this dielectric creates the oscillating action which brings the voltage and current to a controlled stop. (Fig. 8) Delco-Remy ignition condensers all

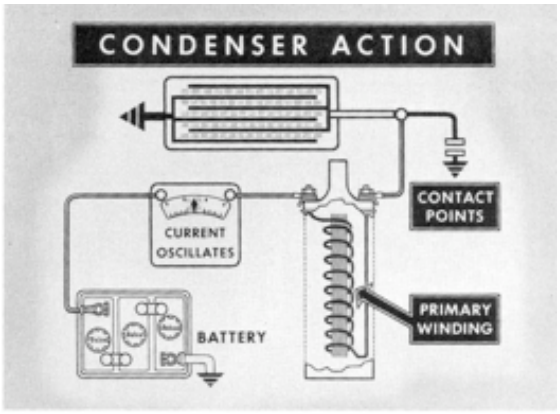

Figure 8

are hermetically sealed. The condenser can is crimped down against the outer gasket in the assembly process. This compresses the heavy spring at the bottom of the can with a 40-pound tension to guarantee an effective seal at the inner and outer gasket surfaces. (Fig.9, next page) This pressure also provides solid, permanent contact at both ends of the condenser winding, over the full area of the winding. This feature minimizes the possibility of high series resistance in the condenser assembly.

Heavy-duty 6- and 12-volt condensers require more electrical insulation between the foil sheets, and to maintain the same capacity, a longer can is required. (Fig.10) With the exclusion of all moisture, heavy heat insulation is not required since heat *plus moisture* was the cause of premature failures. The

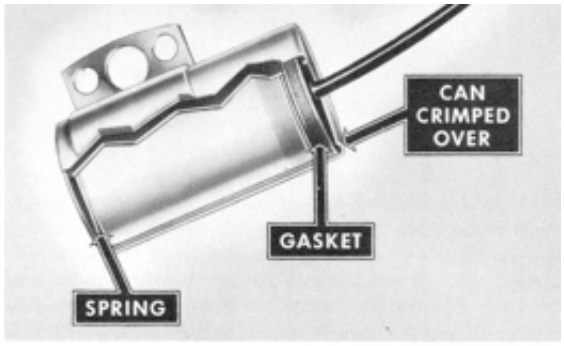

Figure 9

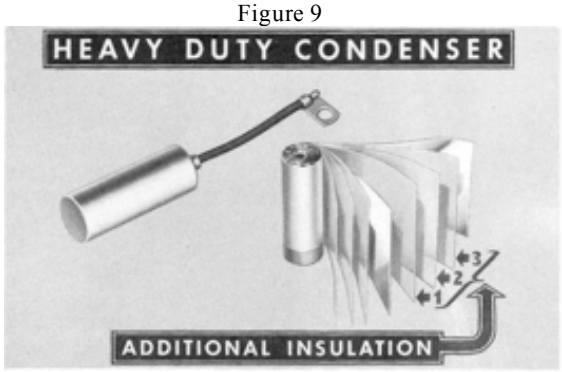

Figure 10

production check on these condensers consists of heating them in an oven to 180°F, submerging them in water until cool and then drying and testing them. All heavy-duty condensers must show not less than **4,200 megohms** of resistance on this test. A breakdown failure of this condenser never has been reported.

Importance of Timing Requirements

After the ignition coil produces the high voltage surge, with the help of the condenser, the ignition system has the further job of distributing the surge to the correct cylinder spark plug and this must be done at the correct instant. (Fig.11)

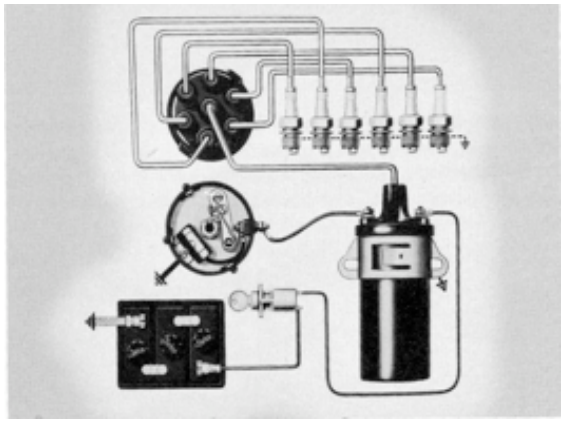

Figure 11

The correct instant depends on engine speed and, in many applications, on intake manifold vacuum conditions. When the engine is idling, the spark is timed to reach the cylinder spark plug just before the piston reaches top dead center. The burning time of the gas mixture in an automotive engine is approximately 0.003 of a second. To obtain full power from the explosion, the burning must take place before the piston travels 10° to 20° before top dead center. (Fig. 12) At 1,000 engine rpmthe crankshaft would travel through 18° in 0.003 second At 2,000 rpm, it would travel through 36°. (Fig.13, for 1000 and 2000 rpm) It is easy to see that since the completed burning point is fixed, we must get the spark into the cylinder earlier in the cycle in order to deliver full power, when the engine speed increases. To obtain this spark advance based on engine speed,

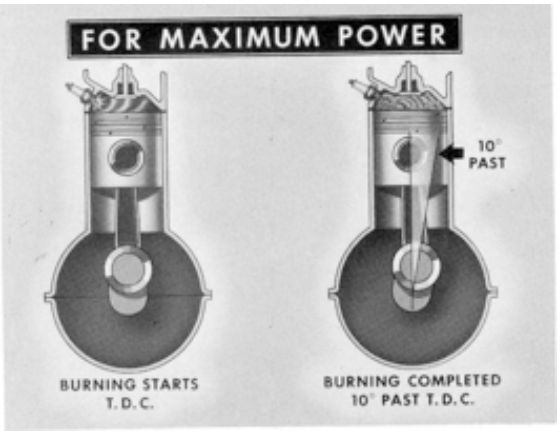

Figure 12

Delco-Remy distributors have a centrifugal advance mechanism which consists of two weights which throw out against spring tension to advance the breaker cam as engine speed increases.

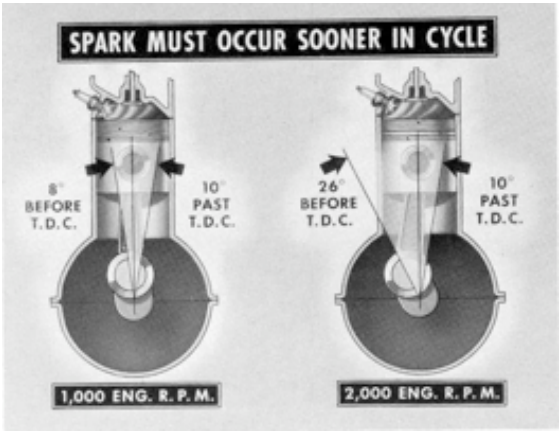

Figure 13

The timing consequently varies from no advance at idle, to full advance at high engine speed, when the weights reach the outer limit of their travel.

Mechanism to Control Timing—Centrifugal

The centrifugally controlled advance for an engine is determined by operating that engine at wide-open throttle on a dynamometer and varying the spark advance at each engine speed until a range of advance is found which gives maximum power.(Fig. 14)

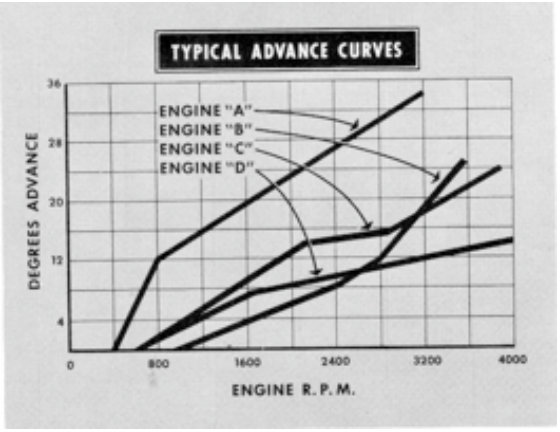

Figure 14

Centrifugal advance weights, automatic cam contours and weight springs are then selected to provide an advance curve which will fall in the full power range. A few typical centrifugal advance curves illustrate the variations in spark advance required on various engines. .(Fig. 14, again)

Vacuum Advance

Under part-throttle operation, there is a high vacuum in the intake manifold. Accordingly, the charge taken into the cylinder is not so highly compressed and burns at a slower rate. With this condition an additional spark advance will increase fuel economy (better efficiency).

Therefore, on many applications where part throttle operation predominates, a vacuum advance mechanism is used to secure this additional spark advance and increased economy. The vacuum advance mechanism consists of a spring loaded diaphragm connected through linkage to the distributor. (Fig.15) The spring loaded side of the diaphragm is airtight and is connected through a vacuum passage to an opening in the carburetor. This opening is on the atmospheric side of the throttle plate when the throttle is in the idling position (nearly closed) (Fig. 16) and consequently there is no vacuum advance at idle—by design.

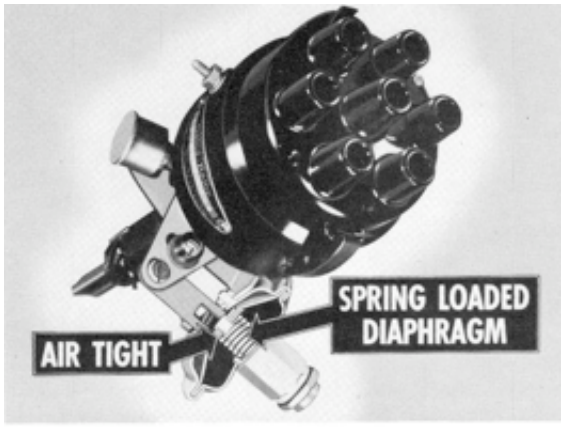

Figure 15

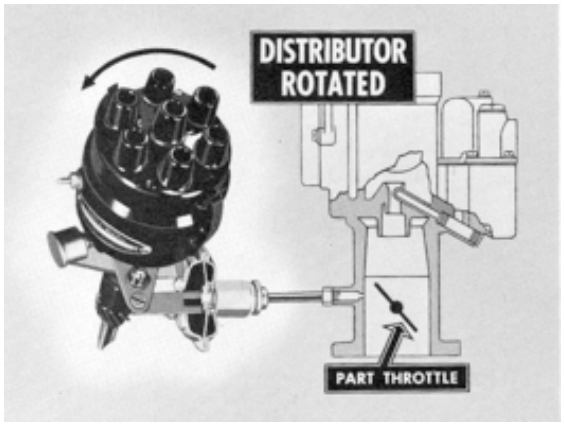

Figure 16

When the throttle is opened, it swings past the opening of the vacuum passage. The intake manifold vacuum then moves the diaphragm and rotates the distributor in its mounting. This produces a spark advance based on intake manifold vacuum.

Many applications employing vacuum advance rotate the breaker plate only, instead of rotating the entire distributor in its mounting. The breaker plate on one such unit is supported on three ball bearings so it can rotate freely. A Delco-Remy service replacement plate is available for this type distributor which uses three molded bearing blocks on which the movable plate glides. (Fig. 17) On another type distributor, the movable breaker plate turns on the central bronze bearing and is supported by three bolded buttons at the outer diameter. (Fig. 18)

At any particular engine speed there will be a certain definite centrifugal advance, plus a possible additional advance, resulting from vacuum conditions in the intake manifold. This vacuum depends on throttle position which is really an indicator of engine load. (Fig. 19) For example, at forty miles an hour, the

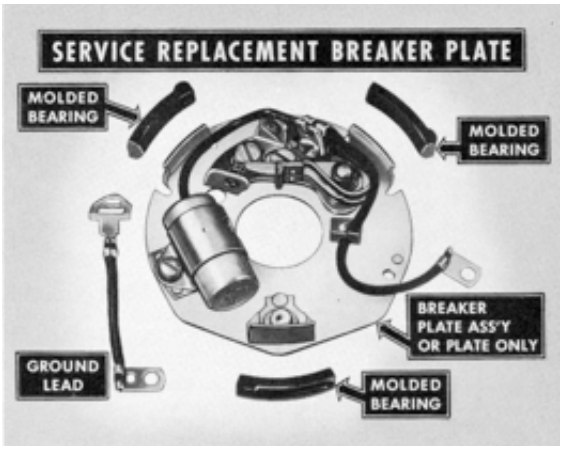

Figure 17

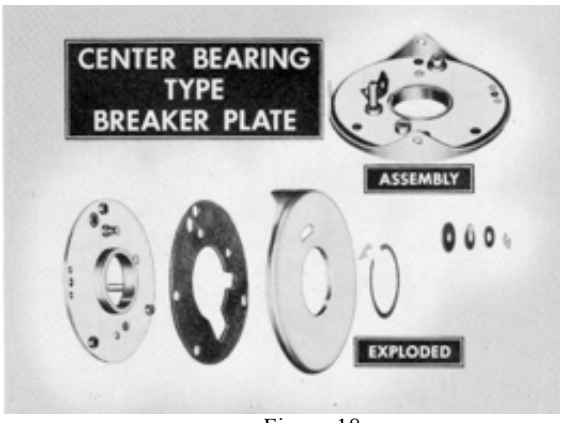

Figure 18

centrifugal advance on this particular application will provide 15° advance. The vacuum mechanism will supply up to 15°additional advance, under part throttle operation (i.e. at light load resulting in relatively high vacuum). However, with wide-open throttle, the vacuum advance would not be obtained.

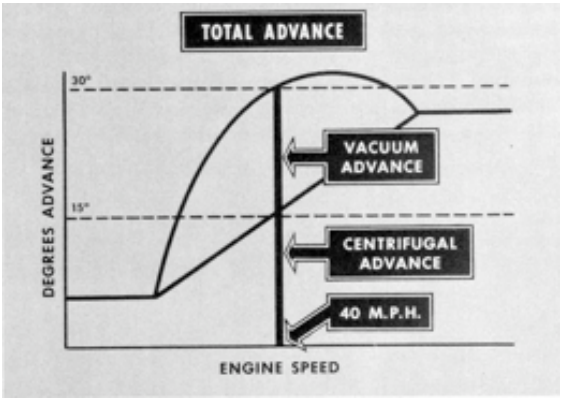

Figure 19

(Next Installment: Maintaining the System and Causes of Poor Performance. *This segment will summarize the areas of maintenance required for your Franklin and practical problem areas and how to deal with them. Ed.*)

SOME COMMENTS ON THIS ISSUE'S INSTALLMENT

The source booklet for this article was written in 1950. Common use of **the vacuum advance feature** started in the mid 30's on automobiles. Thus, the vacuum advance discussion generally does not apply to Franklins. However, it is useful to understand because many of us have cars from the mid 30' through the mid 80's which use distributor vacuum advance systems.

The **condenser also serves another valuable service** to the

ignition system. It enables the high voltage spark to continue for a longer time rather than just a single, one shot spark. In the first installment Figures 4, 7 & 8, you will notice that right after the points open, there is a voltage oscillation (lower than than the peak voltage right at open-contact). In Figure 8 (in the first installment last issue) that oscillation is labeled the "spark duration". *The condenser's role in the spark duration is very important.* Remember: *the coil is a transformer* and only works for alternating (or oscillating) current (or voltage). The condenser serves as a "spring pad" and a "reserve tank" for the electricity to stop and reverse. If this reserve weren't there (i.e., no condenser) there would be a spark jumping at the contact points and the secondary voltage (at the spark plug) would be much lower and point life would be very short. But the condenser contains the electricity's jumping tendency and enables it to reverse direction like a hard ball hitting a rubber wall and bouncing back. This bouncing goes on for several reversing cycles (range: about 3 to 10 cycles). This creates an alternating current and voltage in the coil so it can be a transformer. Eventually the resistance in the windings dissipate the flow and the high voltage spark ends. However this spark time extension does play an important role in assuring mixture firing under a wide variety of temperature, load and mixture conditions (lean to rich).

SOME WISDOM & WIT from Tom & Paul

QUESTION: MODEL G VALVE AUXILIARY SPRING STRENGTH—Do you know a source for auxiliary valve springs on the 06' G? One of mine is stronger than the other three and I'd like to even them up. Also, do you have a figure for the correct strength for both the auxiliary and intake/exhaust valve springs is?

ANSWER: *These are tough little buggers - there is no spec for them and they frequently get overheated and lose tension. So, I don't know. Since valve opening and closing is not critical on these, it may not matter much. They must not float. If you match the strongest spring, you'll probably be fine. This valve is 'open' for a very long time, yet the port is only exposed for a very short time. The ramp is so gradual - it's probably not a big deal, but nice to have them all close. It's got to be strong enough to seal against vacuum when the valve is closed and the port is exposed - BDC. Way too weak could obviously be a problem here.*

Are they conical? Some are, some not. If you cannot find a suitable spring, you may have to make them. tom

MORE: *The only value I have found in the literature for any spring on an early Franklin is for the strength of the Auxiliary valve springs. This is frustrating since, as you said, it is probably the least important one as far as timing and float goes. Maybe because they are easily cooked, Franklin published a value to check them against.*

To Quote HINTS and SUGGESTIONS on ADJUSTING and REPAIRING FRANKLIN MOTOR CARS (1903 to New Series [Series 1]) under "Points Concerning Auxiliary Exhaust Ports"

"[…] On All models these springs should require a weight of 18 pounds to compress them to a height of 1-1/4 inches."If the auxiliary exhaust valves do not seal the engine may not develop its full rated power and will cause missing at low throttle" Hope that this helps. -- Bouvard

QUESTION: OIL FILTER FOR 1929 SERIES 130—I am in the process of installing the engine back in my dad's car after a complete re-build. Upon the process my father has divulged that the existing Puralator oil filter has been on this car since 1962 and is no longer made. The existing filter is vertically mounted and is about 4" in diameter and about 7 1/4" long. I am looking for some help with replacing this filter with a remote cartridge set up. I have seen several after market speed shop type adapters that will take a small block Chevy filter, but they will not reflect a period correct filter. I am trying to retain the original appearance as much as possible. We have discussed cutting the old filter in half on the line of the strap bracket, gutting the old filter and drilling holes in the end of the filter for the adapter then run new cooper lines. With all the old Franklins still running around I am curious if you know of a better mouse trap or could point me in a better direction regarding a new set up. I am reluctant to start the engine with out a filter.

ANSWER: *You can purchase a #1035 filter, a Chinese replacement for a NAPA 1035 from Roberts Motorsports - East Coast Chrysler parts guys. I don't particularly care for it myself. If you can find a NAPA 1035, you can use that.*

You can use a 'tractor-style' canister, popular from the 1940's into the 60's. Cartridges are still readily available.

Or you can purchase a reproduction of the original, machined from epoxy or aluminum and outfitted with a modern, spin-on filter. Advantage is great looks and great performance. Disadvantage is cost - close to $400.

We also don't like taking chances with a new engine. tom

Tom: Thanks for getting back to me. Roberts, had an eight week back order. So I took a Gravely L model aluminum oil filter bracket that takes a spin-on automotive oil filter and mounted it near the old oil filter location connected by new copper lines. It has the same size oil lines as previous.

Sounds good. A couple caveats: The line to the filter is a full-pressure pulse line and an individual line, so you do not need a restrictor going into the filter.

But - The filter should have an internal by-pass in case the pressure gets too high going through the filter. The original filter had a by pass valve right at the filter connection. Without such a by-pass, it is possible to put an extreme load on the pump if the filter does not flow freely.

Note that this would be a rare incident and running in modern day in warm weather with few miles between changes, you are not likely to create a scenario whereby the line to the filter will not flow - so you may be fine without a by-pass, but they had them when new. Many spin-on filters have an internal by-pass, but many do not. Typically, most FORD filters have an internal by-pass. Most Chevrolet, Olds and other GM DO NOT have an internal by-pass as the by-pass is in the block, or adapter housing. It would be nice to know you have a by-pass, but probably not critical. Tom

QUESTION: HEADLAMPS 1929—My 29 came with Mazda (G.E.) 1110 lamps in the Ryan headlights. We changed to the H4 bulbs and sockets but were told by Neal Kissel at the Trek that the Generator would overcharge the battery if they were used. I have made brackets to mount 7" six volt sealed beam lamps inside the Ryans. The sealed beams do not give the candle power so I can not tell if they draw more current than the 1110 bulbs. Do you think it is safe to operate them?

ANSWER: *Neal is correct. Taking too much power out of a battery too quickly, and maxing out the generator to keep up, can "boil" the battery.*

And at minimum, pulling more power out of the battery than the generator can put back will eventually run the battery down. Under those conditions, a long night time drive, can reduce the battery charge enough that there may not be enough charge left to re-start the car. If the battery is old, and, or the generator is set to a lower charge rate to take strain off it, the battery will be discharged that much sooner.

Plus, pulling more power than the system was designed for and having the generator charging adjusted to maximum output to keep up, will shorten the life of the generator and also risk burning up switch contacts sooner. Installing a relay helps take the load off the headlight switch, but does nothing to take the load off other parts of the battery and charging system. With 'systems', one change affects other parts of the system. All too often, not for the better.

I've also heard rumors that some high intensity modern bulbs get hot enough that head light lenses can be cracked under some driving conditions. Again, just a rumor for now, but who wants to risk cracking hard-to-find lenses when there are risk free ways to get head lights to work well.

Franklin head lights are actually quite good - if the systems are gone over correctly and completely, but the problem is, few ever are.

Rather than modify Franklin head lights by putting more power in to get more light out, I prefer to make the original head light and charging systems as efficient as possible. Not only is that approach in keeping with restoration (not modification), making the original head light system more efficient doesn't take much more time and money then many of forms of "modernizing" without adversely impacting other parts of the system.

Electrical circuit. No matter what type of bulbs are used, they can't put out anymore power than what gets through the wiring circuit. After 80 years, going over the entire headlight wiring system, including carefully opening and cleaning/coating switch contacts, and cleaning/coating all wiring connections with wire brush, then coating all of the connect with anti-corrosion paste, is a must and makes a noticeable difference. Not only does it make the lights brighter, it also adds to the reliability of the entire system.

Franklin used a "single wire system". That means that the head light mountings and the battery ground connect at the transmission, or chassis, are all part of the wiring system. Cleaned, properly coated battery terminals, ground connections, removing the head lights and their mountings, and making sure that each adjoining surface has areas that are cleaned down to bare metal and coating those areas with anti-corrosion paste, all maximize the wiring circuit so that it is able to provide full power.

Electrical anti-corrosion paste, available at electrical supply house, hardware stores, Lowes, Home Depot, etc, not only does wonders for keeping the connections clean, it actually reduces the resistance of the wiring system's connections making them those points better conductors.
Simple changes that make for better results.

Headlight reflectors tarnished, worn off, or incorrect plating of the reflectors can reduce light out-put substantially. I have the head light reflectors re-silvered by a shop that specializes in silver plating. As was used originally, silver plating works best because it is about 95% reflective. By comparison, chrome is only about 65% reflective, and bright nickel not much more. Not many plating shops can do the proper silver plating of reflectors, but some try anyway and the results are that the reflectors don't work as efficiently as they should.

Original 'style' bulbs I put in the highest candle power 6 volt bulbs available that fit in the original bulb sockets.

Starting with Series 11B, owners can get 32 x 50 candle power head light bulbs from many of the Model A Ford suppliers. The Series 10 and 11A cars can also up-grade to higher candle power bulbs without changing bulb sockets. In fact, if you compare the owner's manual info from year to year, you'll see that Franklin often made that improvement with the later cars in each series.

With new silvered reflectors, cleaned/coated connections, and the 32 X 50cp bulbs, the head lights are then just about the equal of modern head lights. I know, I've road tested many of them at night after all the above work was done. And, the draw on the generator is not excessive either. With the 50 candle power high beams on, plus tail and dash lights, the ammeter shows about a 15 amp total draw. That's well within what the charging system can handle without over taxing it, or the battery. Paul Fitz.

An Open Letter to the Members of the H.H.Franklin Club (Repeated)

The members of the Midwest Region along with the collection committee are planning a dedication and celebration of the Franklin Collection and exhibit at the Gilmore Museum May, 2010.

There is a block of rooms at two hotels near Kalamazoo airport for this purpose, usable from May 12th. through May 15th. 2010. Rooms must be held with a credit card. Be sure to mention you are with the H.H.Franklin Club for the rates below. Cut off date is April 12, 2010.

Hotels:	**Fairfield Inn**	**Best Western**
	3800 E.Cork St. Kalamazoo, MI 49001 (269) 344-8300 Rate: $ 74.00 + tax	3640 E.Cork St. Kalamazoo, MI 49001 (269) 381-1900 (800) 528-1234 Rate: $ 79.00King/ $89.00 2Queens + tax

We are planning a barbecue at Gilmore on Friday evening, May 14th. With a dedication ceremony on Saturday, May 15th. For those who wish to arrive early, we have activities planned in the area to do on your own, such as Air Zoo, Kellogg House, area wineries, or a trip to the Auburn/Cord/Duesenberg Museum.

For Additional info, call or e-mail Ralph Gack, President Midwest Region at (734) 748-6339 or krgack@sbcglobal.net

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The HHFC Calendar in 2010.

The Franklin Club War Path is really interesting this coming year. In addition to the usual great events and gatherings, there is the opening of the Franklin Collection at the Gilmore. Our usual events are always interesting. The Franklin Party at Webb's during the HCCA flea market and tour in Bakersfield, CA has been increasing in attendance over the past years. The WesTrek always has an exciting schedule. (I hope to make it this year. The Sacramento and Delta regions are one of the cultural treasures in the US.) The regular Trek in Caz has been characterized by a humorous member as "A family reunion where you like the relatives". And of course, we have a big spot(s) at Hershey. This is a club that likes to have fun all over the country.

The Web Site.

Being an ancient car guy and a bit of a computer geek, I marvel at our web site and the job of our web master and other contributing members.

The Q & A section is a living service manual for the Franklin. Tom, Paul and more recently Bouvard, provide expert advice, detailed information on spare parts using modern counterparts, and a lot of wisdom on understanding the joys and limitations of owning the Franklin. Usually a sampling of the Q & A appears in the FSS each issue. It is only a sampling of the friendly, personal service of the writers.

There are useful and entertaining links to other old car sites. For example, I checked out Jay Leno's Garage recently for the first time. He gave a nice, entertaining and informative tour of his mid-teens Franklin. He put the company's contributions in nice historical context. He even took it out for a spin.

At the risk of "harping", I can't say enough for the great job Frank Hantak has done with the web site. It is user friendly, informative, entertaining, missionary and does a lot for the Brand.

Get to the Gilmore.

The web site and the letter on the other side of this page summarize the date and reservations information for the dedication and opening of the Franklin Collection and exhibit at the Gilmore. That should be a real splash. The complex is a collection of brand and club museums. Any one of them are not real big. But they are very informative, touting the features and historical importance of their featured car or club.

The web site, *ACN* and *FSS* have all covered the development of the Franklin exhibit at the Gilmore. The building façade represents an important piece of Franklin history. The collection of the Kern's and other cars represent every major engineering and marketing milestone in the company's development.

The Gilmore Committee have kept all of their promises and the museum will start up on time with plenty of funfare. The Kerns and the club membership are very grateful to the committee for getting us into the Antique Car forefront.

Ironic, isn't it ? An antique car club "pushing the envelope". Best of all, it's FREE. Part of the deal with the Gilmore—If you are an HHFC member, you are a Gilmore member—with free admission.

Hope to see you there !

Tim Miller